



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Thursday, January 3, 2002REPORT NO. 018WEATHER Mostly to Partly Cloudy with Occasional Light RainTEMPERATURE 36 - 48**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****Hickey Marine** - Foreman, Operator, Tugboat Pilot, Pile Buck**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):****Hickey Marine** - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

10:30 am I left a voice message for Denise (Port Terminal 2 Manager) inquiring about the departure time for the ship at Berth 206.

10:45 am Per telecon with Greg (Hickey), he requested an update on the Port pumping operation. Per telecon to Al (Port Navigation), he anticipated completing the pumping at 5:00 pm. Per telecon to Denise, the ship at Berth 206 was scheduled to depart at 10:00 pm tonight. I notified Greg on both issues.

11:30 am I left a voice message for Marcel (Port Project Manager) inquiring about the Terminal 2 hydrosurvey. Per telecon with John (Port CCM), he indicated that the dredging might be canceled tonight if the hydrosurvey issues were not resolved and Berth 206 was not open.

12:15 pm Per telecon with John (Port CCM), he informed me that there was a 3:00 pm meeting at the Port Building to discuss dredging issues.

3:00 pm The meeting to discuss dredging issues was attended by Marcel (Port Project Manager), Doyle Anderson (Port Survey Manager), Walt Haynes (Port Engineer) and Greg (Hickey).

1. It was determined that Minister Glaeser's hydrosurvey would be used to calculate quantities. There was some survey information at Berth 204 that was missing from Minister Glaeser's hydrosurvey. That information will be transferred from the Hagedorn survey, while maintaining the elevations per Minister Glaeser's hydrosurvey. Greg requested that the Hagedorn survey information be sent to Minister Glaeser. They will provide the dredge area boundaries as GPS data to facilitate the dredging operation.

2. The tugboats at Berth 204 may need to be removed to conduct another hydrosurvey to gain the missing hydrosurvey information.

3. Yesterday's dredging will be paid to -40 feet from the 1000 to 1175 foot mark of Berth 205.

4. Greg indicated that he did not have the data in time to use GPS tonight. He requested payment of all removal, even if slightly outside the footprint.

5. Hickey will dredge at Berth 205 tonight and stay there until they move to Berth 206 on Sunday night. The barge emptied on Friday will be placed at Berth 206.

6. The Port will pay Hickey for Minister Glaeser's hydrosurvey.

7. Marcel requested a price adjustment due to the increased volume of dredge material.

4:30 pm I met with Marcel, Walt and Mike Dettmer (Port Engineering Technician). Mike will print out a hydrosurvey plan for Hickey to use for tonight. The specified dredging depths are -36/-37 at Berth 204, -36/-37 at Berth 205, and -41/-42 at Berth 206.

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